FALL FASHIONS.

New Costumes, Colors, Millinery, Styles and Fabrics.

AUTUMN HATS.

Walking Dresses Without Trains Once More Popular.

The "grand opening" of patterns for the fall and hions has claimed the attention of the ladies for the past week, and the "queen fashionist of merica" gave one of the finest displays of the season neleding all the neveltles in cloaks, costumes, recop-

Nothing is more natural when September opens than to look for lashions—new fashions, too, which shall as completely as possible overthrowold ones and make women sigh tor stability, or else-more money. Everybody talks of style and the new fashions, and not a few stand on the brink of making basty selections and contributing to satirical criti-

But who, that is a woman and ready for new toilets,

In the street costumes of the present season the most noticeable feature is the extreme simplicity of the dresses and the quiet shades, which are so prevalent that a bright color, except it be used in the way

of trimmings, is something to be remarked. Short costumes are almost universally adopted; but to be really stylish they must not touch the ground at any point, and should be short enough to show the heels of the boots. This necessitates that careful atsuccess of these costumes, after so many years of neglect, is truly astonishing. They are the source of so much ease and comfort that they undoubterly will remain in favor for some time to come. Walking in merit of their durability, softness, and the facility with which they fall into grace ui drapery, are rapidly superseding silk for street woar.

A CHANGE IN STYLE. Many indications point toward what may be deemed a radical change in the styles. We have had four-reau dresses, more or less modified, for a long season; but slight changes have begun to work what may end in very serious results. For instance, the effects have actually presented themselves with an assonishing degree of assurance. These two facts put ogether decidedly point toward the return of touraures. However, there is time enough when they meckiy obey the mandates of fashion.

THE "TRIANON" POLONAISE. This graceful garment makes its debut in le bean sonde to-day, and is very beautiful when worn with a short skirt. It has a bouffant back, formed by two full puffs surmounted by a plaited basque, and double breasted fronts trimmed at the bottom with double

revers his laveuse, are combined in this stylish de-aign. It is tight litting and has side forms at the back rounded to the armholes. The "Lambaie" is also bouffant in the back, with basque in front, trimmed to represent a Louis XVI. vest, and an apron, with a drapery rather high at the sides. It is tight fitting, with the usual number of darts in front and side forms in the back rounded to armholes.

duris in front and side forms in the back rounded to armboles.

Another entirely new style costume consists of the "Leonora" waiking skirt and the "Cecilia" basque. This is very preaty made in small pland and pland goods combined, with walking boots of the pland.

This is something a little more dressy than the predicary wrapper, and yet negligit. It somewhat resembles a very long paletot, reaching to about a foot from the ground, and is intended to be worn over any kind of skirt. The more elegant matindes are made of silk, foulard, cashmere and the Cheney armure, and very elaborately trimmed, but the design is quite as appropriate for simpler materials.

A lavorite and most convenient style for home dresses its basque, overskirt and skirt. The "Grazietia" is a pretty overskirt, and is sufficiently long to cover the entire skirt, with the exception of the flounces or trimmings, and it combines well with the "Marjolaine" basque, which is very coquetiss in effect.

The "Esmeralda" overskirt is an excellent design for woolen materials or abrices of silk and wool that are not too heavy, which are soft and drape gracefully. The bands forming the plastron down the front and the trimming at the side may be braided or embroidered in different shades of the color of the material, and thus made to furnish a very beautiful effect. The "Jessica" basque is used in conaection with this overskirt with charming style.

This is an exquisite reception toiled design, and

This is an exquisite reception toilet design, and when made in pase blue sik, combined with damassee sik having a ground of old gold color, with the design of golden brown, it is very effective. The trimings are of brown velvet, embroidered with old gold and paic blue, and a rich fringe in which all the colors are combined. This design is especially adapted for a combination of two inbries, and can be used to advantage in making over half worn dresses of silk or veryet and reconstructing them with the aid of some one of the modern figured labrics so effectively used with silk.

one of the modern ngured harries so checkively used with silk.

NOVELTIES IN DRESS MATERIALS.

In new dress goods bourette ideas seem entirely ignored. The tendency toward plain materials is evident, and although varieties as to design and color are presented, yet both are modest. Some of the goods show gayety of combination as to celor, but the surinces are smooth and the colors, though bright, are delicately intermixed and in general toned down by dark as quiet contrastings. In this style of goods additional effect is given by small invisible checks or plants, somewhat resembling those introduced some years ago, and their grave shacowings in the midst of bright dottings of red, blue and yellow afford a very tasteful relief.

Scotch plants are introduced for ladies wear, but

Scorch plants are introduced for lacies' wear, but in accordance with the general managers. dress goods the plaids are comparatively small and the colors greatly subdued. Ind a camel's hair is a lead

and \$4 per yard; very fine qualities range as high as \$5 per yard.

Sultings, so called from their resemblance, in the more quiet siyles, to the cloth worn by gentlemen, are mixed in character—that is, show many different shades of colors. Not unfrequently invisible checks or stripes appear in regular shadings throughout; again the surface is winnout any division of such character, and in gradations as to texture up to those which are more or less freely united with silk, there is simost endiess variety of hue. These come under the general head of "movelites," and vary in price from hity cents to \$2, single width, and seventy-five cents to \$5, double width.

Another class or goods baffles description, because they are so different from anything which has for a long time been introduced. In general they are of one color throughout, variety being given by marked differences in the weaving; but the patterns are smail and regular. In order to form such figures fine wires have been inserted, over which the thread in crossing has formed loops proportionally smail, and the wire being afterward withdrawn the figure remains raised, it has a silky feeling to the touch and is voivety in appearance. In single widths only; prices range from \$1.75 upward.

Corduror cleth is brought out in dark, pale and

it has a sitky technic to the touch and is volvely in appearance. In single widths only; prices range from \$1.75 upward.

Cordurov cloth is brought out in dark, pale and hight colors, and will be lashhonsbly used for vestlings and otherwise combined in new costumes. On boiled Scotchi ginghams, in gay colors and clan plands, but among the prominent favorites this reason, and it will be worth the shopper's walle to begin the difference between the forson and the Forty-second, the dissuing Rob Roy and the more obser McPaerson. The bit of yellow green which distinguishes the latter will surely try the complexion more sorely than the antique reas and gold shades which are so conspictious in these insterials.

Secoten plaids, similar to those in wool, are reproduced in side and form some of the most piquant and noticeable boveties in dress materials. Prices for these run from \$2a yard upward.

There is an unlimited variety of styles in the new American sike, in brocades, armores, "Venecians," all silk sating, Fiorentines; and the new gros faitle its shown in all colors. This is destined to become a lavorite class of goods for evening dresses, as it appears so light and arry, yet has a good body and drapes gracefully.

shown in all colors. This is destined to become a laworite class of goods for evening dreases, as it appears so light and airy, yet has a good body and drapes gracefully.

Several shades of wine color, also varieties more or less pronounced of garnet will be very popular. For day they appear chiefly in millinery, and as accessores of the costume, but for evening will form important parts of some of the richest toilsts of the season. Cardinal is not excuted and Vulcan red is occasionally seen, and a new rich shade of red is termed 3 orbiter. The principal wine shades are Chambertin, Lafitts and St. Julien. The last two are quite never and will be much used. Bordeaux is so called from the wine, white a bright garnet is styled greast vit, hasgents appears in flowers which are used in millinery. Bright pink is allowable in flowers, but elsewhore the shades are paic. Rouen is a new dark blue, and Napoleou and Mexico are lighter in shade, yequite dark. Gris Russe is a new gray. Gros vert, bouteille and myrthe are deep greens, and will divide lavor with such mixed shades as come under the head of moss color and brouze is various lones. Pale greens appear in millinery and for evening.

Prune or pum color is in greater demand than anna, bordering, as it does, on the wine and garnet shades; therefore new varitties of shades, falling under the general beed of "prune," are introduced. Cen. a resident shade, is lashionable, and cassis is

aimost black. Browns appear in different shades and in various degrees, of which the derivent is called loutre loace. Rembrant is a deep-toned brown, and curse bear is also new.

People who love to quote the "good old days" take upon themselves to ridicule some of the names bestowed on Inshibusable colors at the present time. Maybe, after an, however, the present generation is no more looish than their anaectors. Here are some of the names given to colors in eiden time:—Rat effrance, impudent snall.

FALL FASHIONS IN MILLINERY.

Momentous subject that it it, winstever bappens to "queens and kings and other things," nothing entirely diverts the mind of inshinn from her bonnets. Some of the new bonnets are indeed a reproduction of past ideas, and mang of the old pictures are latituded in the present time. Very ediclates doubtless may remember when, as youthful belies, they were the same style of bonnet which is now brought out for the autornment of their grandaughters. But in shape all of which is fashionable at the present time. Very ediclates doubtless may remember when, as youthful belies, they were the same style of bonnet which is now brought out for the autornment of their grandaughters. But in shape all of which is fashionable in not novel. Many of the summer shapes are repeated, so that while there is much that is new and pronounced there is also much to waich the eye has become accu-tomed. The English smiking and Derby hats appear, while turbans are imported in no small numbers.

Felt will be largely used in black and dark colors to maten costumes. Camols' har felt hats and bonnets are strikingly novel, showing, like the material of that name, loug hairs lying flat over a left like surface. Sometimes those hairs are of the same color as the groundwerk, and again decitive contrasts are produced, as, for example, numerons white name color as the groundwerk, and again decitive contrasts are produced, as, for example, numerons white name color as the groundwerk, and again decitive contrasts are produced, as,

AFFAIRS IN BRAZIL.

BELICS OF THE OLD APRICAN SLAVE TRADE-NATIVE SUPERSTITIONS-BARIA'S BEAUTIES. BIRDS, BEASTS AND BEGGARS.

Banta, Brazil, August 25, 1878. Although my last letter was mailed from this citythe second in the Empire and the capital of the province-yet around it clusters so many early coloof the primitive customs of Brazil that I think the HERALD readers will not be uninterested by a resume. Its position opposite to the coast of Africa caused it to be, from the earliest times, an important rendezvous for those engaged in the slave trace. Men of the most desperate character, even within twenty-five years, ran in their living cargoes, and, I am told by curding. When the poor wretches were landed and lashed together in gangs they were driven into the where they were sold At that time the orgies of the successful traders on shore was no elevator at that time as at present to lift persons to the top of the high terrace which overlooks the sea, and upon these bluffs, my informant states men committed savage barbarities upon the native women, and often after killing the husbands, toppled them over the cliffs with their wives. Now a tramway runs along the beach by the business houses, and peaceful padres stroll through the sweet orange groves which skirt the convent walls. A change in-

The native Bahians of the lowest orders are imbued with the most ridiculous superstitious, which, I am sorry to believe, the priests rather encourage than dissipate, the principal of these being a belief in miracles and the cure of diseases by offerings to a miracles and the cure of diseases by offerings to a pairon saint; yet they are withal a simple although not industrious people. After earning enough by fruit gathering or coffee carrying they will lie in their hus or among the fragrant manges until their store is exhausted, it is very interesting to listen to the rade music of their native songs while loading or unloading lighters in the bay. There is a pathos as well as rich melody in every chorus. A new song has just made its way among them caited "Cri-Cri," and their rendering of it is sweet and delightful.

NO WATERING MIKE.

ing of it is sweet and delightful.

NO WATERING MILE.

One of the mest curious and amusing customs, as well here as in all Brazil, is the way in which mike is served, I think our Americans will believe in its advantages, but certainly to a loreigner it looks ridsendous. Very early the vucce (cow), accompanied by her call trotting by her side, makes an app-arance in every street, led by the owner, with a measure in his hand. A little tinking beil around the cow's need announces her approach, and she is only prevented from getting among the luxurious verdure at her side by a sight string around her horns held by the builtman. A native servant comes out with a bottle, of more or less great proportions, according to the housechold demands, and the cow is miked. Then come the quidantéras, who vend vegetables, oranges, guavas, maracujes (fruits of the "passion flower"), mangees and sugar cane. These venuers are women, and they generally have a young Brazillan struggling in a sort of light shaw bellind their backs. They cry out their wares in a not unmusical voice.

THE MARKETS.

THE MARKETS.

and sold in the streets, and awine afterward leed upon the carcasa.

An old custom is kept up in Bahin by the Portuguese and other native merchants and is finitated by some foreign houses. A pile of coppers—the "dumps" spoken of previously—is placed on a shelf of the store on the last day of every weak for the clerks to give to the poor. When the pile is exhausted the universal answer sends every applicant away, "Pactencia Deos line invorten." In asking God to favor them is equivalent to the answer of "I cannot, or I wit not." A similar mode is prevalent in Spain, and I have often heard in Maurid the same. "Perdome unit por Dios, Hermano." In quant oid Carro, in Egypt, where it is an Oriental custom to take care of the loods and beggars, the latter is sistenced at once by "Allah Yenzoock" (God will sustain). So that no count the custom of this sort of amsgiving comes own from a very early time and had its origin in Oriental countries. It is amusing to think that the beggars are almost universally gamoliers in lotteries, they can buy tickets for simost any price, and there is scarcely one of them who does not think that some day the grand prize will be bis. For that matter, however, nearly everybody buys lottery tickets in Brazil, high as well as low, and but lew win in the game.

NEW BUILDINGS.

Many in Course of Erection Throughout the City.

FUTURE PROSPECTS.

Manhattan Island To Be Built Over in Ten Years.

Several years ago the Central Park Commissioners after digesting a mass of statistics, estimated that in all probability every lot on the island of Manhattan would be built upon or otherwise occupied and improved by the close of the year 1883. It was also calculated, at the same time, that the population of the island would at that date be a little more than two millions. This was before the Westenester annexa-tion arrangement had been effected, or was even discussed. It was also before rapid transit had been thought of. The prophecy seems, however, to nave been well founded, for almost the only area not compactly built up now is that comparatively narrow portion lying west and northwest of Central Park, and ten years is ample time to allow for turning this picturesque belt into a forest of brick and stone.

The year 1871 witnessed the largest amount of building done in this city, compared with any previous or subsequent year. During that twelvemonth nearly 2,800 buildings were put up, at a total cost of \$43,250,000. The year 1873 witnessed the smallest number of buildings erected in any one year in a period of ten years, there being but 1,289, all told, valued at \$24,700,000. Since then the number of buildings added to the city has slightly increased as will be seen from a table given below, the ratio of new edifices undertaken is rapidly nearing that of the flush period before the panic of 1873. While people built less than 1,200 houses in 1873 they have during the first seven months of 1878 commenced work on over 1,100 buildings, valued at upwards of \$10,000,000. The total number of buildings put up in 1875 was 1,405; in 1876, 1.379, and in 1877, 1,432 This year it is expected that nearly two thousand, including many unusually large and costly flats, will be completed. In regard to valuation it should be dred per cent and material from twenty-five to thirty per cent from the ruling prices of four or five years ago. If the building for 1878 aggregates \$20,000,000, it is equivalent to \$30,000,000 expended in 1872, 1873, or 1874. So that in reality both in the number of new buildings and the capital invested the present will unquestionably surpass any year since 1871. This et is sufficient to confirm the general belief that the hard times are about over, for real estate is always the slowest to recuperate alter a period of depression.

BOOMS FOR YOUNG HOUSEKEEPERS. In the course of a conversation yesterday with Mr. Adams, the Superintendent of the Department of Buildings, a HERALD reporter learned that the property owners on the east side of Third avenue and north of 110th street have very generally determined to supply the needs of young clerks, salesmen and mechanics by covering their vacant territory with well built two story and basement dwellings, adapted for single families, and which can be rented at from \$250 to \$400 per year. Numbers of such houses will probably be begun this isil, to be completed before moving time next spring. Two or three thousand bouses of this class, similar housekeepers, who are dissatisfied with the unwhole-some leatures of the flat system as sometimes ex-perienced. to those of Phisadelphia, will be a godsend to young

WHREE THE ELEVATED ROAD IS WANTED. WHERE THE ELEVATED ROAD IS WANTED.

North of 120th street, between Fourth and Seventh avenues, the owners contemplate building a more atylish class of houses, and considerable activity is already noticeable in this section. All the region between Manhattanville and Harium is destined now to speedy settlement. The superintendent has taken pains to ascertain the intentions of landlords in and about Carmanaville, and reports that they have decided to build extensively just as soon as they receive a positive assurance that the elevated railway system will be extended above Eighty-first atreet. Without this extension it is useless for them to improve their estates, now accessible only by way of Harium and the cross-town cars in 125th street and by the Eighth avenue borse railroad.

1868	2,018	\$34,222,557
1869	2,332	40,500,758
1870	2,349	34,520,148
1871	2,779	43,249,891
1872	1,727	27,845,570
1873	. 1,289	24,691,535
1874	1,377	16,491 947
1875	1,405	18,226,870
1876	1,379	15,870,950
1877	1,432	13,349,414
1878 (seven mouths)	1,027	9,667,525
The following table snows th		
or decrease in the aggregate co		dings during
the different years from 1869 to		
	crease.	Decrease.
1869\$6,	283,201	200000000000000000000000000000000000000
1870	-	\$5,985,610
1871 8,3	24,743	
1470	A STATE OF THE PARTY OF THE PAR	15 100 391

2,355,890 2,521,566 The mania for constructing flate seems to have had a wholesome check. Experience has taught builders that the flat system to be successful must be carried out upon a gesteel plan. All attempts to disguise cheap tenement houses under the term "French flate" have inited. Redined people will not live in ourk closests the size of steambout staterooms. For the fluer class of French apartment dwelfings there has siways been a good demand, especially when such buildings are fanionably located. The consequence is that capit. Is being more inberially invested in commodious and richly embelished fist hodges than in the oldstyle of New York dwellings. The latest examples of this are to be found in a new outding on Fourth arenue, costing nearify \$200,000, and in a stone palace on Seventh avenue, upon which \$300,000 is being expended. The same building five years ago would have cost \$600,000 at least.

Building is aimost wholly confined to the upper wards, above Fittleth street. Down town, below Fourteenth street, there is very intie doing. There are but four blocks where new building is being done on Broadway between the Battery and Thirty-lourin street, and only one important building is in progress cast or west of Broadway below Canai street, and that is on the corner of Nassua and Beekman streets.

On the south side of Sixty-fourth street, 150 feet east of Fifth avenue, Mr. E. wara Kitparrick is putting up a row of the brown stone dwellings, four stories and besement, 20x00 feet, to cost \$15,000 each.

On the north side of Sixty-seventh street, 200 feet On the north side of Sixty-seventh street, 200 feet, east of Masinon avenue, Messirs, Breen & Nason have commenced an \$18,000 brown stone dwelling.

Mr. A. M. Pefige is putting up a brown stone house, to cost \$2,000, on the south side of Eighty-nith street, west of Fourth avenue.

On the borthwest corner of Sixty-seventh stree and Fourth avenue, Mr. Anderson Fow or has contracted for a block of five dwellings, valued at \$10,000 cach.

tracted for a block of five dwellings, valued at \$10,000 each.

A stylish mansion, to cost \$45,000, is under way on the north side of Filty-seventh airect, 170 lect west of Filth avenue. The dimensions are 50x82 feet, four stories and basement. The owner is George Moste.

On 126th airect, Harlem, 110 feet west of Fith avenue, three dwellings have been commenced by H. G. Shileck, Jr., to cost \$8,000 each.

At Nos. 165 and 165 East Eighty-first street two brown stone houses are using built by D. W. Evana, to cost \$9,000 each.

On the south nide of Fitty-seventh street, east of

Seventh avenue, Mr. J. C. Thompson, Jr., has undertaken a row of five brown stone dwellings, four stories and basement, the valuation of the block to be \$87,500.

taken a row of five brown stone dwellings, four stories and basement, the valuation of the block to be \$25,500.

PALATIAL PRENCH PLATS.

Mr. J. B. Taliman is the owner of some flats, occupying Noc. 37 and 39 West Fitty-third street. The plot is 50 by 90 feet, and the building will be of brewn stone, four stories and basement. The cost is estimated at \$75,000.

Mr. Edward Clark's block of French flats on Seventh avenue, extending from Fitty-slith to Pitty-sixth street, 200 by 100 feet, is rapidly nearing completion. These are among the most expensive apartment unidings yet created. The total cost is shared at \$250,000. The building is of Nova Scotia stone. The foundation was laid last spring.

A rival to Mr. Clark's row of flats are the nearly flatshed botel flats known as the Florence, located on hightechts street, corner of Fourth avenue, Issuig the Clarendon Hotel. This building is being erected by Mrs. Virginia Matthews, wife of Edward Matthews, of No. 71 Broadway. The dimensions are 200 feet front and rear, shiesty feet deep and seven stories, binary-eight seet high. The estimated cost is \$225,000, but it is not unlikely that it will exceed that amount. The front is of pressed brick, with Dorchester stone trumings. The structure, as may be interest from the foregoing specifications, as colossil, ocing fully a third, it not a half, larger than the Clarendon, which it overlooks. The front elevation is tastorilly ornamental. The Florence is expected to accommodate nearly one nundred limities.

RNW OFFICE BUILDINGS AND STORKS.

An entire block on Broadway, just north of Trinity Building, has receasily been cleared for the erection of an immense office building seven stories in height and occupying a ground area 146 feet by 102 feet. This edince is bounded by Broadway, Cadar, Thames and lemple aircets. The owner is Mrs. Sarah Borue. The estimated cost will be \$270,000.

Mr. Joseph F. Loubat is erecting a block of five iron warenouses on Broadway, adjoining the St. Nicholas Hoc.t. They are to be live stories

At the corner of South and Wall streets a substan

extends through to Thirteenth street and is five stories high.

On the south side of Twenty-third street, at Nox. 30 ans 32 west, being about midway between the Fifth and Sixth avenues, the Messrs. Stern Brothers will this fall complete a new iron store, extending through to Twenty-second street, five stories high, and costing \$55,000.

A couple of large stores are being erected on the east side of Broadway, opposite East Washington piace, by ex-Judge Dittenhoeler.

At the corner of Nassau and Bookman streets, the former site of the Park Hotel, the premises belonging to the Morse extate, are being onamented with a massive iron structure, nine stories in height, to be evoted to banking and office purposes. Cost \$175,000. Anjoining it, at No. 144 Nassau street, the law book publishers, Messra Banks Brothers, are rebuilding on their old site. Their edifice will be oil brick, very substantial and six stories high. Cost \$15,000.

building of their old state and six stories high. Cost \$15,000.

A new warehouse is going up on the corner of Canal and Enzabeth streets, consisting of brick, with light stone trimmings.

One of the most extensive enterprises in building at the present time is that which is being rapidly pushed forward by Mr. W. O. Gorman, in the Twenty-third ward, beyond the Harlem River. Mr. Gorman is filling the entire blocks fronting on the east side of Willias avenue and on 138th and 139th streets with medium sized first class three story and basement brown atone dwellings, in all forty-six, which are to cost \$5,500 cach, or \$290,000. These dwellings are each dwellings for one lamily.

The number of tenement houses appears to be lessening—probably in view of the promised facilities for reacting the suburbs where working people can obtain more house room for loss money tuan they have to pay for tenement privileges in the overpopulated wards.

UNDER SPITHEAD.

PROPOSED TUNNEL PROM THE ENGLISH COAST TO THE ISLE OF WIGHT.

(From the London Globe.) The increasing popularity of the Isle of Wight as a pleasure resort, and the fact that it is, for a length sued period in each year, the residence of the sovereign, have so greatly augmented the traffic between it and the mainland that it is surprising the idea of constructing a tunnel under the Seient or Spita possitive assurance that the elevated railway system will be extended above Eighty-first street. Without this extension it is useless for them to improve their estates, now accessible only by way of Harlem and the cross-town cars in 125th street and by the Eighth avenue horse railroad.

The portion of Manhattan Island which will be the last to be covered with stores and dwellings is supposed to be the section lying west of Eighth avenue, irom Sixty-lourin to 125th street. The reason is two-fold. Eighth avenue is the last at large valuations, and consequently are not sought by parties seeking permanent invesiments. On the other hand, a large portion of the land lying between this avenue and the Hudson River, including that lying along the boolevard and Ninth and Teath avenues, is held on long leases by parties who are unable to build. Nothing can be done toward populating this part of the west side until these leases expire. The grade of Eighth avenue is now aefinitely established, so that building can be done along this thoroughlare without hindrance. The extension of the Elevated and Metropolitan roads to Eighty-first street will develop enterprise in this direction, but street will develop enterprise in this direction, but as the content of the risk of the construction of the result from through railway communication beneath. The passage to and of the Elevated and Metropolitan roads to Eighty-first street will develop enterprise in this direction, but

ONLY A TRUCE

[From the London Pall Mail Gazette.] The St. Petersburg Golos says that the Treaty of Berlin has produced an almost crushing impression on the Russian public. "It is felt that Russia has by her friends, and that she has foolishly belped he enemies with her victories. . . What is the reason of our failure? One-half per cent of our pop iation have perished in the war, hundreds of mill ions have been expended and yet the Eastern question is not solved and the Trenty of Berlin is merely a truce. The last war has clearly shown all our national peculiarities as well as our moral and material strength. * * * All the military requirements which depended on the inbred qualities of the Russian soldier were brilliantly carried out; but where knowledge and preparation were demanded we were not equal to the task. It was probably for this reason that we left so much hurt on reading of the boldness of Lord Beaconsfield, who doubtless reckoned on the superior culture of Englishmen to that of Russians. All classes of Russian seciety are responsible for this; we do not estimate culture and knowledge at their true value. Most of us say that mental work does not bring money, and that culture is a means of corruption. * * In Western Europe, on the other hand, people have arrived by hard experience at the conviction that intelligence, capacity, culture and energy bring men to the front and give them peace at home and power abroad. It is the knowledge of now to make the best possible use of their energy and abilities that has enabled the English to derive success from our victories and sacrifices. May thus be a cason to us." ions have been expended and yet the Eastern question

FRENCH POLITENESS.

[From the London World.] The following confirms what I wrote last week about the want of true politeness of the French to women:- I was waiting for a bus on a pouring wet day in the Rue St. Honore; of course, I took a numero. After many 'buses had passed my number was at las first on the list. A 'bus drove up, and there was just one inside place vacant. As I stepped up to take it a French lady, who had a low number, exclaimed, "th, mon Dieu! je n'aurai done jamais une piace?" "Prinez mon numéro et montez, madame," anti 1, raising my Lincoin & Bennet. Macame was so utterly taken aback at my dong what seemed only natural to an Eoglishman, that she grabbed my numéro and popped into my seat without even saying "Merci," and the conducteur, as the 'ous drove off, complacently remarked, "En coid un imbédied d'anguis!" Four ma part, i reflected in the rain on Waiter Scott's remark that "French politichess was but gilding on a trusty nail." And turing into the Prinas Royal out of the rain i got me some dinner at the Calé d'Or. dans and mad the pleasure of hearing two 'Arrys at the next table remarking, "The French are pointe-sanguinary pointe." Either 'Arry would have made little ture about going on the kinie board "vo obinge a lady." I should said that the lady I "obliged" was neither young nor pretty. French lady, who had a low number, exclaimed,

A LADY'S PROTEST.

NEW YORK, Sept. 13, 1878. TO THE EDITOR OF THE HERALD :-

Allow me to correct an error in your paper this merning in reference to the accident on the Long Island Railroad on Thursday, September 12, and inform you there were but seven ladies on the entire train, five of whom were in our own party, and can positively sweet there was scarcely a murnur made by the unioritunate ones who were hurt, let sione by the ladies whose screams and tears so troubled the Doctor, of whose presence they were not aware. S. E. R.

THE NEW BARGE OFFICE.

A Site on the Battery Granted by the City.

PLAN OF THE BUILDING.

Steamship Men's Views on the Proposed System of Landing Passengers.

At the session of Congress recently ended an apa branch office of the Custom House on the Battery, n this city, where the baggage of all passengers arriv ing from foreign ports may be examined by the proper authorities more conveniently than is now the case. HERALD. On Monday just Mayor Ely affixed his signawhich a certain piece of land on the Battery is ceded to the United States government for use in carrying out the proposed plan. The idea, which finds great favor with the Custom House officials, is to establish a contral office or depot where all baggare subject to inspec tion may be examined and duties paid and where pas-sengers shall land, instead of, as heretofore, at the docks of the various steamship compunies. By the Custom House authorities it is claimed that greater simplicity, thoroughness and despatch, and with the office will be more fully assured by the proposed arrangement than in any other way. The crease the space on their docks for purposes of discharging the cargoes, generally complain of the an-noyance and expense to which they will be put in transferring passengers and baggage to another part stream to make the transfer by means of a tugboat, they will lose much time, while if the transfer is not made till the vessel is moored at the dock the passer gers will be the losers. They look upon the proposed office as merely a Castle Garden for cabin passengers, and see no way in which it can benefit any one but the government officers. THE ORIGINAL BARGE OFFICE

The idea of such an office as that described is by no

means a new one. Many years ago inspectors from

the Custom House used to be sent out to examine incoming vessels in four-oared boats, called barges, and for the accommodation of these officers and of the man who had charge of all the boats a small building, about ton feet square, was erected at Whitehall slip, on the southeastern corner of the Battery. This was popularly known as the "Barge Office," and the name still lives, though the circumstance which gave it birth is now remembered only by a lew. About the was then known as pier I East River at an annual rental of \$700. The building was then the headquarters of the inspectors, the night inspectors in particular passing the greater part of their time quently landed from vessels lying in the stream by means of the official barge, and their baggage contented on the spot. Itself, seems the very revery present, the Boardon of the small dimensions and disparied condition of the busines, I is was them proposed to secure another size and erect a proper the religion to the secure another size and erect a proper the religion to the best next to the Pransary Department, the Board of Commerce expressing its appreval of the proposed to the proper size and the si was examined on the spot. Finally, some ten twelve years ago, the lease expired and was not renewed, chiefly swing to the small dimensions and dispidated condition of the banking. It was then proposed to secure another site and erect a proper structure for the office. In fact in 1865 a letter on the subject had been sent to the Treasury Department, the Board of Commerce expressing its approval of the proposal through the late Mr. George W. Blunt. The project was indorsed by the Department, and on the 30th of April, 1866, an act was passed by the Legislature authorizing the city to convey to the government three and a nail acres of land lying outside of the old Battery wall, but within the limits of the Battery exclusion, together with a perpetual right of way over twelve years ago, the lease expired and was not re-

Ex-Cluctor Arthur is understood to have lavored the pinn waite in office, and it seems to meet the approval of very one connected with the Custom Designation of the control of the contro

matter little attention, but did not apprehend much annoyance from the proposed change.

Mr. Schwab, agent of the North German Lloyd, said that the company would be put to the expense of transferring its passengers by tugboat from the dock! in Hobokee, while the passengers would be losing time. It would be difficult, almost impossible, to anchor in the atream anywhere near the Battery in winter, and not desirable even in summer.

It was the opinion of Mr. Amos Rogers, of William P. Clyde & Co., that the barge office would be a great convenience to Gustom House officials, but he could not see in what way it would be specially advantageous to the steamship companies or passengers. Still, some facilities might be provided winch would make it desirable.

Mr. Allen, acting agent of the Cunard line, said that he mad no opinion on the subject to express. Some

some facilities might be provided which would make it destrable.

Mr. Allen, acting agent of the Cunard line, said that he mad no opinion on the subject to express. Some people believed that as the thing was to be run by the Castom House it couldn't be a good thing, but as to that he had nothing to say. He did not think the scheme was a bad one. It would depend entirely of how it was carried out.

Superintendent Bulley, of the Pacific Mail line, said that the new office and its regulations would be particularly inconvenient to the vossels under his direction, as their cargoes are usually of perishable commodities, such as tropical fulls, which it is important to discharge without delay. Anything retarding their movements in cateries port or reaching their movements in cateries port or reaching their movements in cateries port or reaching their docks would be highly injurious to the cargo.

THE PROPOSED BUILDING.

From plans in the prossession of Supervising Architect Hill, of the Treasury Department, it appears that the barge office will be a brick and stone building, 110 feet front and about thirty deep, occupying that portion of the government grounds immediately adjoining the stowark. It will be three stories in height, of irregular skyline, with a tower and lighthouse at the western extremity. There will also be a large glass and from building between the office and the water. On Monday Surveyor Graham is to have an interview with Mayor Ely and Comproller Kelly, and will request that a meeting of the Staking Fund Commissioners be called at once to fix upon the price of the triangular bit of land which they were authorized by the Board of Aldermen to dispose of. General Graham thought that \$1,000 would be about the amount decided upon. It seems that on the 29th of April, 1873, an act of Legislature authorized the city to convey the land in question to the government; but no appropriation was made for its purchase, and a legal question arcse which has since been favorably settled. It is believed now that the

BUSINESS TROUBLES.

A BANERUPT COMMISSION MERCHANT'S HRAVY LIABILITIES-PROCEEDINGS BEFORE THE BEGISTERS AND OTHER MATTERS.

The petition of Edward K. Alburtis, shipping and commission merchant at No. 46 Beaver street, bus been referred to Register Dwight. He was formerly president of the Ridgefield Park Railroad Company and was deeply interested in the Jersey City and Albany and the New Jersey Midland railroads. His itsbilities are mainly the result of indorsing the notes of these companies. The total liabilities amount to \$172,000, of which all but \$25,000 are contingent, being the indorsements reterred to. He indorsed the notes of the Ridgefield Park Railroad Company to the extent of \$55,000; Jersey City and Albany Railroad Company, \$28,500; New Jersey Midland Rattroad Company, \$47,500, and the notes of James Bishop \$15,000. Among his creditors are Paul R. Paulison, \$5,000; Yznaga Dei Valle & Co., \$5,000; estate of Charles B. Sesson, \$3,509; Knickerbocker Life Insurance Company, \$4,965; assigned of James Bisnop & Co., \$1,500. His assets consist of 31,522 shares of oil stocks, which are said to be worthless.

The petition of Abraham Engelhard, of No. 116 East Fifty-ninth street, has been referred to Register Little. The liabilities amount to \$65,767 70, and be has no assets. His misfortune is the result of depreciation in real estate, and thore are several judgments for deficiency against him. Among the creditors are the New York Life Insurance Company, \$33,000;

Smith at the time of his death. Mr. Muller offered the following notes for saie to the highest bidder:—\$1,500—W. T. Ashman, to order of A. W. Fowler, dated New York, December 2, 1871, payable thirty days after date.
\$425—W. T. Ashman, to order of A. F. Fowler, New York, Section 2, 1871, thirty days after date.
\$125—Charles M. Martin, to order of itenry smith, New York, Namer 7, 1871, on demand.
\$300—Seneca M. Silliman, to order of itenry Smith, New York, September 15, 1870, in the Mand.
\$2,500—George O. Jones, to order of seit, New York, September 12, 1870, thirty days after date, ler 20,000, 200 paid.
\$200—Thomas Brannagan, to order of Henry Smith, New York, May 24, 1871, domand.
\$200—Emiel Southwick, to order of Henry Smith, New York, August 14, 1873, thirty days after date.
\$200—Ha. Barnum, to order of it A. Barnum, Nyracuse, N. Y., February 11, 1873, at sight.
\$500—H. A. Barnum, to order of Henry Smith, New York, May 27, 1873, three months atter date.
\$740—H. A. Barnum, to order of Henry Smith, New York, July 18, 1873, camand.
\$125—Gorge A. Jones, check on First National Bank, Aluxany, to order of Henry Smith, New York, October 15, 1873.

This lot, after spirited bidding, was knocked down